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CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

REPORT

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25X1

COUNTRY

East Germany

DATE DISTR. 7 September 1955

SUBJECT

Schoenefeld Airfield

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25X1

DATE OF
INFO.SUPPLEMENT TO
REPORT NO.

25X1

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The following landing and take-offs by commercial twin-engine aircraft were
observed at Schoenefeld airfield between 25 May and 16 June 1955:

25X1

Date	Time	Aircraft	Coming from	Leaving for
28 May	1500	1 with nose wheel	Moscow	
	1545	1 with tail wheel	Prague	
	1600	1 with tail wheel	Sofia	
	1630	1		Moscow
	1630	1		Prague
29 May	0800	1		Sofia
31 May	0800	1 with tail wheel		Prague
4 June	1600	1 with tail wheel	Sofia	
	1630	1 with tail wheel	Prague	
5 June	1300	1 with tail wheel	Budapest	
	1400	1		Budapest
	1400	1 with tail wheel	u/i	
	1430	1		u/i
	1500	1 with tail wheel	Budapest	
	1545	1 with tail wheel	Sofia	
6 June	1600	1 with nose wheel	Moscow	
	0700	all aircraft		
	0830	departed		
	1500	1 with tail wheel	Prague	
	1545	1 with tail wheel	Sofia	
	1600	1 with tail wheel	Sofia	
7 June	0700	all aircraft		
	0830	departed		
	0800	1 with tail wheel		Prague

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25X1

25 YEAR RE-REVIEW

SECRET

25X1

- 2 -

25X1

10 June	0800	1 with tail wheel		u/i	
12 June	1400	1 with nose wheel	Moscow		
	1420	1 with tail wheel	u/i	u/i	
	1430	1 with tail wheel	u/i		
	1530	1		u/i	
	1545	1 with tail wheel	Sofia		
	1600	1 with tail wheel		u/i	
	1600	1 with tail wheel		Moscow	
13 June	1600	1 with tail wheel	Prague		
15 June	1600	1 with tail wheel	Sofia		
	1700	1 with tail wheel	Prague		
16 June	0800	1 with tail wheel		Prague	
	0830	1 with tail wheel		Sofia	
18 June	1600	1 with tail wheel	u/i		
	1620	1 with tail wheel	u/i		
	1650	1 with tail wheel	u/i		25X1
The latter 3 aircraft mostly carry			awberries.		
21 June	1300	1 with tail wheel	Budapest		
	1400	1 with tail wheel		Budapest	
	1600	1 with tail wheel	Budapest		
	1700	1 with tail wheel	Belgrade		
22 June	0800	2 latter a/c			
	0900	departed		u/i	
24 June	1700	1 with nose wheel	u/i		
	1715	1 with tail wheel	Prague		
26 June	0800	1 with tail wheel		u/i	
27 June	1700	1 with tail wheel	Prague		
28 June	0830	1 with tail wheel, loaded with to- matatoes and fruits	u/i		

2. The following observations were made in regard to military air activity during the period under review:
 Every day from 1745 until about midnight beginning on 3 June, there was air activity by YAK-14s and Po-2s which practiced taking off and landing. During air activity, an ambulance and a radio truck were parked near one end of the runway. For the first time on 15 June, military aircraft

_____ were seen at the field.
 Air activity by Soviet aircraft both military and civilian has been exclusively conducted at Schoenefeld airfield since early June 1955. The military aircraft moved to the northern section of the airfield and were parked east of Schoenefeld. The non-Soviet commercial aircraft were parked over night in Diepensee in front of the gateway between the eastern and western hangars, while the Soviet commercial aircraft remained in Schoenefeld.

25X1

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25X1

25X1

- 3 -

3. The following information was obtained in regard to the Diepensee area:

The Diepensee area which is the southern area of Schoenefeld airfield was officially taken over by the GDR through Senior Lieutenant Hahn (fnu) of the VPL on 1 June 1955. The Ministry of the Interior of the GDR made Herr Roesner (fnu) the commissary chief of Diepensee airfield. The East German Air Force authorities were quartered in Diepensee. All Soviet pilots moved to Schoenefeld. During July 1955, all civilian Russians with their dependents who were previously housed in Schoenefeld had to return to the USSR except for 10 families. Only the soldiers of the Soviet guard detail, who wore red epaulets, were still quartered in Diepensee, some of them in the motion picture theater and others in the eastern hangar. The soldiers quartered in the former building guarded the fuel dump and the DF and radio station, while those quartered in the latter building did service at the control points at Eichwalde, Griebenau, and Schoenefeld and along the borders of the Soviet sector. When the Soviets moved from Diepensee to Schoenefeld, a regulator, the section of an engine belonging to a twin-engine aircraft was seen and two pads of weather-forecast forms which had been filled in "Prognos Pogody" covering the period from 21 to 30 January 1954 and from 9 to 17 February 1954 were seen in the room of the Soviet dispatcher at Schoenefeld airfield.

The Soviets retained 2 electricians while the other electricians were taken over by the German airfield administration. A checking of the personnel was envisaged by Herr Hahn (fnu) and Herr Kiesling (fnu). For the time being, the Soviet passes were still valid since German passes were not yet issued. The personnel received their pay from the German authority for the first time on 15 June 1955.

The buildings between the eastern and western hangars were being improved.³ The section adjacent to the eastern hangar was being converted to a hotel. Construction was pushed ahead in order to be completed by 1 July 1955 because, at that date, commercial air traffic was to start in Diepensee.

After 27 June, 3 new teletype printers were put into operation in the weather station of the East Zonal weather service. Five flight mechanics who had been formerly employed by the KVP Luft were assigned to Diepensee airfield by the Ministry of the Interior in mid-June 1955. They were introduced into their field of activity by Soviet mechanics during the period under review. No information could be obtained on training activity by East German pilots nor could it be confirmed that practice flights were made every morning. It was learned that aircraft which were constructed in East Germany would not be employed before 1956 and that new aircraft were under construction in the Leipzig area.

4. The following air activity and aircraft were observed at Schoenefeld airfield between 23 June and 5 July 1955:

23 June: The field was occupied by 9 twin-engine transports, 2 twin-engine commercial aircraft, 3 biplanes, and 1 high-wing monoplane. Of these aircraft 4 transports were parked in front of the western hangar, 5 transports in the northeastern corner of the field, 1 commercial aircraft in front of the flight control station, 1 commercial aircraft in front of the western hangar, 1 biplane in front of the western hangar, 2 biplanes and the high-wing monoplane in the northeastern corner of the field.

5 July. A total of 14 twin-engine transports, 6 commercial aircraft, 3 biplanes and 1 high-wing monoplane were parked at the field in the following arrangement:

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25X1

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25X1

- 4 - [REDACTED]

25X1

2 twin-engine aircraft on the northeastern side of the runway, 1 twin-engine plane and 2 twin-engine commercial aircraft in the Diepensee area, 3 twin-engine Polish commercial aircraft in front of the flight control station and 7 twin-engine aircraft in front of the western hangar. At about 1500, an aircraft landed and the Polish president presumably descended since the Polish national anthem was played. On 23 June between 1000 and 1300 and on 5 July between 1500 and 1830 there was no air activity by military aircraft at Schoenefeld airfield.

5. On 23 June, about 150 construction workers were employed in the hangars and buildings in the southern section of Diepensee airfield. Renovating and reconstruction work was done. The hangars were presumably converted into quarters and administrative rooms. This section of the field was still guarded by VP and VPL personnel. On 5 July, two busses [REDACTED] were used for the transportation of construction workers.

25X1

6. No changes were observed on the previously reported radio installations. The radio installation near the hangars in Diepensee was no longer guarded by additional sentries.

7. [REDACTED]

25X1

8. About 7 tank trucks, 10 trucks, 1 searchlight, and 1 crane were observed near the western hangar. Additional vehicles were seen through the open door of the hangar.

25X1

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SECRET

- 5 -

25X1

10. On 20 June 1955

[redacted] the Diepensee airfield section [redacted] was vacated by the Soviets:

The Soviets who were vacating the area took along all portable pieces of equipment so that the Germans were forced to re-equip the installations. The repair hangar was almost entirely empty and new machine tools had to be procured. Pipe-layers and electricians were required during the period under review. A period of 3 to 4 months will elapse before the buildings in Diepensee become serviceable. The personnel charged with flight and maintenance service would be recruited by the Ministry of the Interior. It was also learned that all Germans had been given notice by the Soviets for 1 July 1955. On this day, the German employees were to be informed which of them would be transferred to the Lufthansa, remain with the Soviets, or be discharged.

1. [redacted] Comment. Schoenefeld airfield is still occupied by a transport regiment and an independent transport unit which moved to the northern section of Schoenefeld airfield when the Diepensee area, the southern section of the airfield, was turned over to the GDR on 1 June 1955.

25X1

25X1

2. [redacted] Comment. A Hahn was reported without rank and function as belonging to the 2nd Tech Base of the VPL in Drewitz in April 1954. A Lieutenant Kiessling was reported as a member of the financial department of the HVL within the VPL in October 1952. It has not been determined if the two persons are identical. Roesner is reported for the first time.

3.

25X1

4.

Comment: An aircraft twin-engine regulator [redacted] has been disseminated to SOVMAT [redacted]

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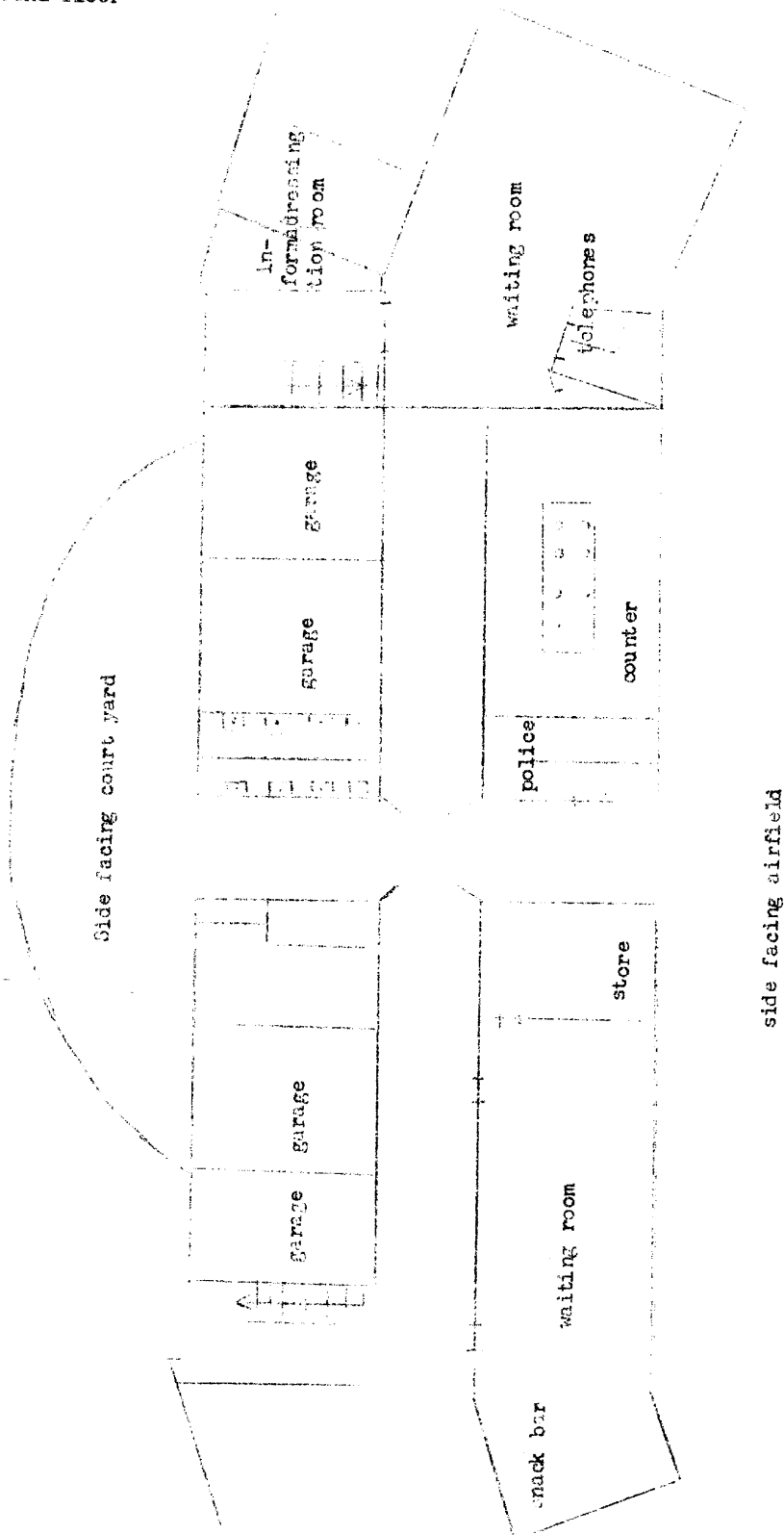
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Air Terminal Building at Diapensee Airfield

Ground floor

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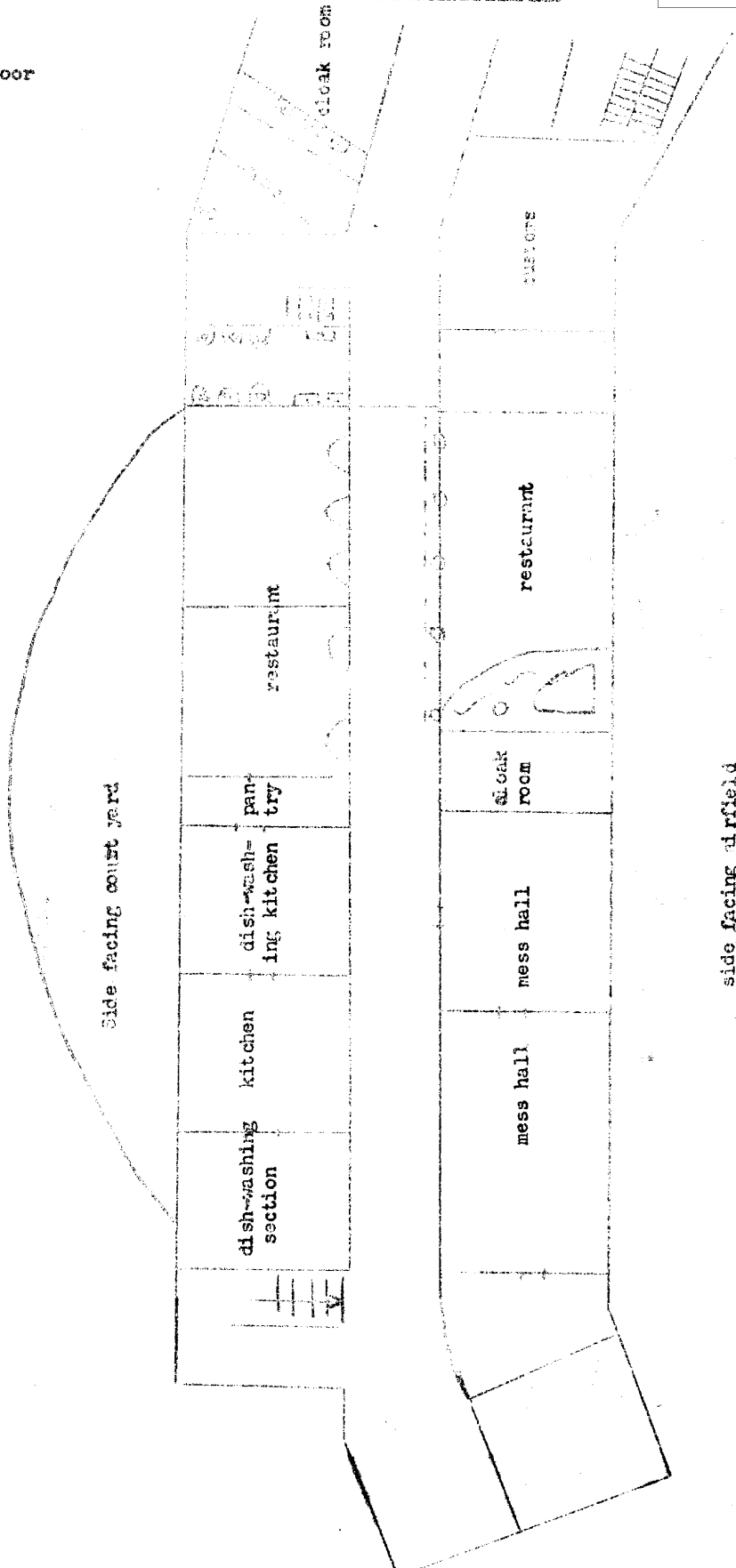
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Air Terminal Building at Diemensee Airfield

Second Floor



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